

## ROOT IS CAREFUL.

### State Secretary Posted on Various Phases of Fisheries Question.

Secretary of State Root is a great man for "system" in the work of his department and is making great progress in plan to have things as they should be so that facts, figures, etc., will be instantly accessible. A few days ago he was talking with the Washington correspondent of a Boston paper and in the course of quite a long interview as to the benefits derived by the country, the state department and himself by having things accessible and in order, said, regarding a matter in which all Gloucester is vitally interested:

"We are dealing today, with matters that have been going on during the entire history of the government.

Take, for instance, the Newfoundland fisheries question. We are involved now in dealing with questions which have been discussed in various phases and in a multitude of forms since away back to the time of the treaty of 1783, then 1818, then 1854, then 1871, then the discussion of the Hay-Bond treaty and the Halifax award.

"There is hardly a year to be found for 120 years back in which there has not been something on that subject. Now I have got to be able to get hold of all that has been said; otherwise I might make a most humiliating mistake in answering arguments by the British foreign office if I overlooked something that has been done and said in the state department during the last century."

## ALL WORKING HARD

### But It Looked Blue for Cargoes Before Herring Struck.

#### Potomac Bound Home but Mr. Alexander Will Stay with Fleet.

A letter received this morning from Bay of Islands, N. F., and written a few days before the herring struck in again in the Middle Arm, says the Potomac came down to Birchy Cove from Middle Arm with letters and despatches from the fleet Monday morning and returned at once to resume her work among the fleet. Since a week ago Friday she was engaged in breaking up the ice and freeing the vessels. On Saturday she finished breaking the ice in the Goose and Penguin Arms, these being the places where the herring were, and then took up the work of towing the vessels out of it. Quite a number shifted from Penguin to Goose Arm and others were to shift next day.

The weather when the letter was written was very mild and rain had fallen steadily for two days, melting all the snow and shaking things up generally. It is to be hoped that the Arms will be free of ice for the next two weeks, otherwise there will be little or no opportunity for vessels to load. The season has been a hard one and the present outlook is not at all encouraging. Everybody is working hard to secure a load of herring and if energy will assist in obtaining herring where few or none are to be found, all the vessels are likely to be loaded before the season ends. Because the outlook is dark today is no sign that it will continue. The Potomac will leave in a few days for home, but Mr. Alexander will remain with the fleet, probably until the end of the season.

When the letter was written herring were scarce, but as the note indicated, it was no sign because it was a dark outlook then that it would continue so. Herring have struck in and vessels are doing well. The Potomac is probably on the way home by this time and it is expected that she will stop here on the way to New York.

It is understood that the tug Potomac left Bay of Islands, N. F., for New York on Thursday.

## MODUS VIVENDI UNFAIR.

### Daily Mail Calls It Unjust to Newfoundland.

A London despatch of Friday says: "Apropos of the departure from Washington of Sir Henry Mortimer Durand, British ambassador to the United States, the Daily Mail describes the modus vivendi recently arranged as harsh and unjust to Newfoundland, conceding everything to the United States with reciprocal concessions. It says that if Mr. Bryce succeeds in bringing about a fairer solution of this matter the whole empire will be indebted to him. The Daily Mail feels satisfied that Mr. Bryce will not be likely to sacrifice Canadian interests.

"Sir Henry Mortimer Durand's departure is referred to editorially this morning with expressions of congratulations upon his work and he is credited with having effected a great improvement in the relations between the two countries. It is reported that he will be offered a peerage.

"The question of the appointment of a Canadian to assist Mr. Bryce at Washington also is discussed. The belief seems to be held that rather than appoint such an official permanently it will be decided, when important Canadian matters arise, to appoint a Canadian representative particularly for the matter under consideration, who shall take part in the councils."

## DAILY TIMES FISH BUREAU.

### Today's Arrivals and Receipts.

Sch. Sylvia M. Nunan, shore.  
Sch. John M. Keen, shore.  
Sch. Speculator, via Boston.  
Sch. Valentinnia, shore.  
Sch. Catherine D. Enos, shore.  
Sch. Reliance, shore.  
Sch. Julietta, shore.  
Sch. Rita A. Viator, shore.  
Sch. Mary A. Gleason, shore.  
Sloop Morning Star, shore.

#### Boston.

Sch. Carrie F. Roberts, 2000 haddock, 500 hake.  
Str. Ida, 1500 cod.  
Sloop Favorite, 2500 cod.  
Sch. Mertis H. Perry, 3200 cod.  
Sch. Theresa and Alice, 6500 haddock, 650 cod, 2000 hake.  
Sch. Galatea, 8000 haddock, 1000 cod.  
Sch. Minerva, 500 haddock, 1500 cod.  
Sch. Belbina P. Domingoes, 7000 haddock, 8000 cod, 4000 hake.  
Sch. Sabine, 1000 cod.  
Haddock, \$4.75 per cwt.; large cod, \$4 to \$5; market cod, \$3; hake, \$2 to \$4.

### Fishing Fleet Movements.

Sch. Lena and Maud of this port, bound home from Bay of Islands, N. F., with a full cargo of salt herring, was at Halifax, N. S., Thursday to land a sick man.

## ICE OFF FISHING GROUNDS.

St. Johns, Dec. 29.—The fishing grounds are again free from ice, and 40 American vessels are making especial efforts to secure cargoes of herring before the flocks again blockade the seaboard. The weather here is warm, the thermometer registering 62 degrees.

## Should Have Been 14,000,000 Pounds.

The slipping out of one figure often makes sad havoc with a story, and such was the case yesterday, when in the article regarding the doings of the salt bank codfishing fleet it read in a portion of the edition that the catch of the fleet in 1904 was 4,550,000 pounds and in 1905 the figure was given as 4,002,000 pounds. It is needless to say, perhaps, that the figure 1 should have gone before each, making the 1904 figures 14,550,000 pounds and the 1905 figures 14,002,000 pounds.

## DAILY TIMES FISH BUREAU.

#### Boston.

Sch. Catherine, 3000 haddock, 500 cod, 500 hake.  
Sch. Joseph H. Cromwell, 4000 haddock, 1500 hake.  
Sch. Mattakesett, 9000 haddock, 1000 cod, 2000 hake.  
Sch. Lillian, 5000 cod.  
Sch. Mary Edith, 5500 haddock, 200 cod.  
Sch. Emerald.  
Haddock, \$3.50 to \$4; large cod, \$5; market cod, \$3; hake, \$2.50 to \$3.

## ANOTHER DISASTER.

### Sch. Ralph F. Hodgdon Total Loss at Bay of Islands.

#### Bound Home with Only 200 Barrels of Salt Herring.

A special despatch to the Daily Times this forenoon from Bay of Islands, N. F., states that sch. Ralph F. Hodgdon of Eastport, formerly of this port, went ashore at Birchy Cove in that bay last night and will be a total loss.

The craft is the oldest American schooner in the Newfoundland herring fleet. At the time of the accident she was bound for home with only 200 barrels of salt herring, having lost about all her nets during storms and in the ice.



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# FISHERY LOSSES

## THE PAST YEAR.

### Seven Vessels and 32 Men the Twelve Months Record.

### VESSELS LOST INCLUDED SOME OF THE FINEST OF FLEET.

### Number of Men Increased Over Last Year but Below Average for Many Years.

In accordance with our usual custom, we publish herewith the summary of losses of property and lives in the fisheries from this port during the year just closing, also the losses which have been reported from other ports, giving as far as they could be obtained the names of the men lost, together with their ages and place of birth and other matters of interest connected with their deaths. As has been the usual custom, the list includes the men lost from their vessels or in dories, those killed by accident on board vessels, those who have died on board or after having been removed to hospitals, men hailing from here but fishing in vessels from other ports, and those who have been drowned in attempting to board their vessels while in port.

While for the third consecutive year we have to record the loss of no vessel with her entire crew, the loss of life is considerably in excess of the previous year, which was unusually small. The number of vessels lost is however greatly below the average and is the smallest number for over a quarter of a century.

The total number of vessels lost during the year was seven, of a total tonnage of 634.08 tons gross, and 436.50 tons net, the valuation of the lost craft being \$59,200, having an in-

surance of \$45,326. The list includes some of the largest and finest of the fleet. Two of the vessels lost were engaged in the Newfoundland herring fishery, one in the fresh halibut fishery, one in the mackerel seining and three in shore fishing.

The number of vessels lost last year was ten, with a total tonnage of 640.98 tons gross and 456.13 tons net, being valued at \$56,550 and having an insurance of \$47,826. The number of men lost was 19, leaving five widows and three children.

The number of men lost during the year is 32, leaving eight widows and 20 children, six being drowned by being washed or falling overboard, six by capsizing of their dories, six by getting astray from their vessels in a fog or storm, one by the vessel being run down by steamer, one by the dory being run down by the vessel, two killed by accident on shipboard, seven died on board vessels or in hospitals and three were drowned in docks while attempting to board their vessels.

The losses of vessels and lives has been as follows:

#### Vessels Lost.

Sch. Golden Rod, 132.31 tons gross, 98.45 tons net, built in Essex in 1899, went ashore near Burgeo, N. S., March 12, 1906, and was a total loss. Crew saved. Owned by Orlando Merchant and valued at \$10,000 and insured by the Gloucester Mutual Fishing Insurance Company, for \$6500 on the vessel and \$2500 on the outfits.

Sch. Norumbega, 126.84 tons gross, 91.19 tons net, built in Essex in 1890, run down off Fenwick Island, Delaware, April 23, by sch. Edith L. Allen, and sunk while on a southern mackerel trip. The crew were saved with the exception of one man, Archie Goodick. Vessel valued at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$4423 on the vessel and \$2000 on the outfits and \$1000 by the China Insurance Company.

Sch. boat Lizzie W. Hunt, 9.47 tons gross, 9.29 tons net, built in Saco, Me., in 1879, struck a ledge off Isle au Haute, Me., August 19, while engaged in the shore fisheries and was a total loss. Crew saved. Owned by Capt. Thomas J. Benham and valued at \$1200 and insured for \$900 by the China Insurance Company.

Sch. boat Julia D. Schmidt, 9.17 tons

gross, 8.71 tons net, built at Kennebunkport, Me., in 1888, sprung aleak while engaged in the shore fishery about 20 miles off Thacher's island August 19. Crew saved. Owned by Capt. George H. Powers and valued at \$500 and insured by the China Insurance Company for \$400.

Sch. M. H. Perkins, 76.14 tons gross, 50.78 tons net, built in Essex in 1876, ran ashore on Salvages ledge, off Rockport, in a thick fog, August 27, while bound on a fishing trip to Jeffries bank. Crew saved. Owned by Pinkham & Foster and valued at \$2500 and insured by the China Insurance Company for \$2000.

Sch. Lewis H. Giles, 135.43 tons gross, 94.04 tons net, built in this city in 1893, wrecked at Bay of Islands, N. F., in a gale October 23 while on a salt herring trip. Crew saved. Owned by Orlando Merchant and valued at \$9000 and insured by the Gloucester Mutual Fishing Insurance Company for \$5003 on the vessel and \$2000 on the outfits, and \$500 on the vessel by the Boston Marine Insurance Company.

Auxiliary sch. Alert, 145.62 tons gross, 84.04 tons net, built in Essex in 1906, went ashore at Port au Port, N. F., in a gale and blinding snowstorm, while on the passage to Bay of Islands, N. F., for a cargo of frozen herring, the vessel after taking fire and being entirely consumed. Alex. Grant, one of the crew, was drowned in making a landing, but the remainder of the crew were saved. Owned by John Chisholm and valued at \$28,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$0600 on the vessel and \$3000 on the outfits, and \$8000 on the vessel by the Boston Marine Insurance Company.

In addition to the above, the gasoline boat Etta Priscilla, unregistered, being less than five tons burthen, built in this city the present year and owned by Joshua G. Cash, caught fire on Martha's Vineyard, June 25 and was totally destroyed. Crew saved. Valued at \$1500 and insured for \$1300 by the China Mutual Insurance Company for \$1300.

#### Losses of Life.

Charles Bohlin, 39 years old, native of Sweden, where he leaves a widow, washed overboard from sch. Avalon, January 13, 1906, off St. Paul's island, while on a herring trip to Newfoundland.

James O'Neill, 30 years old, native of Newfoundland, single, fell overboard from sch. Junaita, at T wharf, Boston, January 24.

Frank S. Marchant, 30 years old, native of Gloucester, single, drowned in Ipswich bay, February 13, by the capsizing of his dory while engaged in shore fishing.

Thomas J. Connolly, 25 years old, and James Lupeman, 31 years old, native of Canso, N. S., single, went astray in his dory from sch. Carrie F. Roberts while visiting his trawls on Middle Bank, March 5. Connolly left a widow and three children.

Patrick Mahoney, 45 years old, native of Ireland, John Olson, 23 years old, native of Boston, and Louis Whitaker, single, 35 years old, native of Southwest Harbor, Me., single, went astray, from sch. Etta Mildred March 19, in Cape Cod bay.

Eben R. Martin, 36 years old, native of Shelburne, N. S., single, killed on board sch. Elizabeth Silsbee, March 19, on the passage from Boston to this port by being struck with the fluke of the anchor.

Capt. James H. Goodwin, master of sch. Agnes, 48 years old, native of Sand Point, Straits of Canso, N. S., left widow and six children, washed overboard from the schooner March 17, on Western Banks.

Edward Landry, 32 years old, native of Canso, N. S., single, fell overboard, from sch. Titania, at St. Pierre, Miquelon, March 17.

Capt. Howard Morrissey, 38 years old, native of East Pubnico, N. S., single, died of heart disease on board sch. Onata at East Gloucester, March 29.

Archie Goodick, 39 years old, native of Shelburne, N. S., single, one of the crew of



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sch. Norumbega, drowned by the schooner being run down and sunk by sch. Edith L. Allen, off Fenwick Island, Delaware, April 23.

Christopher McPherson, 24 years old, native of Boylston, N. S., single, dropped dead on sch. Massachusetts while on bank, May 5.

John Peeples, 35 years of age, native of Canso, N. S., single, one of the crew of sch. Illinois, drowned by the capsizing of his dory while hauling his trawls off Cape North, N. B., May 10.

Michael Canning, 23 years old, native of Cape Breton, single, and Orrin Mills, 25 years old, native of Annapolis, N. S., single, two of the crew of sch. Richard Wainwright, drowned off Cape North, C. B., May 10 by the capsizing of their dory by a squall while hauling their trawls.

Stanley Goodwin, 23 years old, native of East Pubnico, N. S., single, and Edward Burbine, 38 years old, native of Nova Scotia, single, two of the crew of sch. Juno, were drowned off Cape North May 10 by the upsetting of their dory.

Joseph Myers, 44 years old, native of Germany, single, one of the crew of sch. Niagara, died in the hospital at Vineyard Haven May 28 from a broken neck resulting from a fall received previous to sailing.

Eugene Amoro, 20 years old, native of Tusket Wedge, N. S., single, one of the crew of sch. Arabia, killed while taking ice from an iceberg at Anticosti, Island, June 6.

Augustine K. Miller, 44 years old, native of Maine, one of the crew of sch. Alert, died in the hospital at Newport, R. I., while on a mackereling seining trip.

John F. McDonald, 62 years old, native of Bath, Me., leaves widow and five children, one of the crew of sch. Mattie Winship, died in the hospital at Boothbay, Me., May 30, from heart trouble, having been landed there from the vessel while on a Georges trip.

George H. Martin, 64 years old, native of Gloucester, one of the crew of sch. Good Luck, died at the hospital, at Newport, R. I., June 22, while engaged in a mackerel seining trip, left widow and three children.

Guisepe Organe, 35 years old, native of Italy, one of the crew of sch. Etta Mildred, drowned by his dory being struck by the vessel while returning from his trawls on Georgs, September 16, left widow and two children.

Augustus Kopplebush, 59 years old, native of Germany, single, went astray from sch. Manomet on Middle Bank November 11.

Manuel Alves, 24 years old, native of the Azores islands, single, one of the crew of sch. Catherine D. Enos, drowned in George Perkins & Son's dock November 16.

John Kencheley, 27 years old, native of Belloran, N. F., single, one of the crew of sch. Senator, fell overboard while boarding the vessel at Port Hawkesbury, C. B., November 26.

Howard McCutcheon, 24 years old, native of Guysboro, N. S., washed overboard from sch. Lizzie M. Stanely off Highland Light November 29, left widow and one child.

Reuben Isner, 46 years of age, native of LaHave, N. S., washed overboard from sch. Nourmahal November 2, off Prospect, N. S., while on the passage to Newfoundland on a herring trip.

Alex. Grant, 48 years old, native of Cape Breton, single, was drowned in attempting to reach the shore from sch. Alert after the vessel had stranded at Port au Port, N. F., December 4.

Capt. Joseph V. Cusick, master of sch. Independence, 11. 38 years old, native of Newfoundland, died at Birchy Cove, N. F., December 29 of pneumonia, left widow and two children.

#### Losses at Other Ports.

In addition to the losses in the Gloucester fleet, the following losses in the fisheries have been reported during the year from other ports:

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#### BOSTON.

Sch. Mary G. Powers, 133.62 tons gross, 126.04 tons net, built in Essex in 1892, foundered on Grand Banks July 2 while bound on a herring voyage to St. Pierre, Miquelon. Crew saved. Owned by Benjamin F. Phillips and others. Vessel valued at \$7000 and outfits and cargo at \$4000, insured for \$5000 on the vessel and \$2000 on the outfits and cargo.

Sch. Rapidan, 26.47 tons gross and net, built in Essex in 1904, engaged in sword-fishing, caught fire in the harbor of East Pubnico, N. S., September 16 and was totally destroyed. Crew saved. Owned by Arthur D. Story of Essex and Capt. William Devine.

Auxiliary sch. Edna Wallace Hopper, 136.71 tons gross, 97.99 tons net, built in Essex in 1901, went ashore at Port au Port, N. F., September 19 while on the passage to Newfoundland on a herring voyage. Crew saved. Owned by Capt. Almon D. Malloch and valued at \$17,000 and insured for \$12,000.

Augustus Hufford, one of the crew of sch. Mary Edith, was drowned January 1 about 35 miles off Boston Light by the swamping of his dory.

James E. Parker, 28 years old, native of Eastport, Me., one of the crew of sch. Selma went astray from the vessel in Boston bay November 15, left widow and one child in Wakefield.

Patrick Flaherty, 30 years old, native of Ireland, went astray from sch. Joseph H. Cromwell November 24 off Highland Light, left widow and one son.

#### PORTLAND.

Sch. John A. Allen, 43.08 tons gross, 25 tons net, built at Harpswell, Me., in 1902, was run down on Georges by the Red Line steamship Vaderland, bound from Antwerp for New York, while on a sword fishing trip. Picked up by the steamer's boats and landed at New York. Owned by Capt. John Toothaker of Harpswell, Me.

#### SUMMARY OF LOSSES.

##### Fishing Vessels.

VESSELS	GROSS TONNAGE	NET TONNAGE	FISHERY	VALUE	INSURANCE
Alert (auxiliary sch)	145.62	84.04	Nfld Herring	\$28,000	\$20,600
Etta Priscilla (gasoline boat)	unregistered		Shore	1,500	1,300
Golden Rod	132.31	98.45	Fresh Halibut	10,000	9,000
Julia D. Schmidt (sch. boat)	9.17	8.71	Shore	500	400
Lewis H. Giles	135.43	94.04	Nfld Herring	9,000	7,503
Lizzie W. Hunt (sch. boat)	9.47	9.29	Shore	1,200	900
M. H. Perkins	76.14	50.78	Shore	2,500	2,000
Norumbega	126.84	91.19	Mack'l seining	8,000	7,423
	634.98	436.50		\$59,200	\$47,826

##### Lives Lost.

	MEN	WIDOWS	CHILDREN
Washed overboard from vessel,	5	3	7
Fell overboard from vessel,	1	0	0
Drowned by capsizing of dory,	6	0	0
Went astray in dories	6	1	3
Dory run down by vessel,	1	1	2
Drowned by collision of vessel,	1	0	0
Killed by accident on shipboard,	2	0	0
Died on board vessel or in hospital,	7	3	10
Drowned in dock,	3	0	0
	32	8	22



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### Fishery Losses Since 1830.

We present below a record of the losses in the fisheries from this port since 1830, when the winter Georges fishery was first commenced, showing the number of vessels lost each year, their tonnage, valuation, insurance, and the number of lives lost, together with the widows and fatherless children left, so far as it has been possible to obtain them.

Year.	Vessels.	Tonnage.	Valuation.	Insurance.	Lives.	Wid.	Chil.
1830	3		\$5,600	\$3,103	7		
1832	1		1,000				
1833	1		1,000				
1834	1		1,500				
1836	1		1,000		4		
1837	5		10,100	4,300	21		
1838	4		7,100	3,000	4		
1839	2		3,800	3,150	4		
1840	2		3,800	1,400	6		
1841	2		2,725	150	8		
1842	3		2,000	150			
1843	3		6,000	2,000	10		
1844	3		4,800	1,500	7		
1845	4		4,500	2,350	8		
1846	3		4,900	3,600	15		
1847	3		6,200	4,450			
1849	2		3,500	2,200	10		
1850	4		12,500	10,300	31		
1851	9		25,300	21,800	32		
1852	13		41,200	37,100	40		
1853	3		10,000	8,800			
1854	4		14,600	12,650	26		
1855	7		20,900	16,100	21		
1856	6		14,400	11,475	2		
1857	5		11,500	7,750	9		
1858	7		18,700	8,587	42		
1859	6		21,900	16,475	36	9	13
1860	7		26,350	20,494	74	17	15
1861	15		54,250	43,900	44	11	19
1862	19		66,500	53,225	162	74	153
1863	10		40,700	8,300	6	3	1
1864	13		98,900	59,635	84	31	58
1865	8	504.93	40,300	32,400	11	4	6
1866	15	1,055.00	114,250	82,095	26	10	18
1867	11	844.57	82,675	59,669	46	20	36
1868	4	282.27	35,000	28,150	39	19	46
1869	16	858.81	83,450	54,887	65	24	35
1870	13	788.15	75,200	59,907	97	26	45
1871	20	1,035.93	90,560	78,253	140	48	98
1872	12	576.68	55,400	49,121	63	21	32
1873	31	1,624.55	118,700	100,918	174	47	47
1874	10	633.17	49,100	44,975	68	18	37
1875	16	1,050.91	96,000	81,326	123	21	22
1876	27	1,075.46	150,000	116,221	212	34	67
1877	7	384.93	22,936	19,001	39	10	21
1878	13	898.57	59,039	45,206	56	8	20
1879	29	1,893.36	111,056	90,582	249	91	222
1880	7	300.44	21,000	15,972	52	11	18
1881	8	511.51	31,000	20,493	56	6	15
1882	12	976.74	79,700	54,400	115	50	113
1883	17	1,119.27	94,400	76,972	209	40	68
1884	16	1,104.46	87,100	63,100	131	50	68
1885	12	639.55	67,700	53,040	34	5	13
1886	26	1,751.26	152,300	119,231	136	14	35
1887	13	843.33	62,900	51,455	85	10	29
1888	14	910.97	63,000	54,127	63	6	16
1889	14	853.23	57,200	50,074	70	13	48
1890	18	1,388.87	111,455	97,523	86	7	13
1891	17	1,492.74	91,600	78,900	78	21	58
1892	12	745.73	46,000	40,238	46	4	8
1893	12	826.42	54,700	47,877	72	13	30
1894	30	2,423.42	175,000	157,626	137	50	54
1895	11	912.02	70,400	53,072	94	19	86
1896	14	1,081.43	71,500	58,486	88	15	41
1897	11	901.54	75,750	43,297	63	7	24
1898	20	1,343.68	97,600	67,736	62	29	74
1899	17	1,162.21	75,600	58,201	68	15	37
1900	9	605.07	41,450	26,912	53	18	42
1901	9	1,282.25	73,500	53,941	46	9	21
1902	10	787.29	71,800	52,165	82	30	52
1903	9	1,198.18	129,500	85,970	73	16	40
1904	10	850.95	83,900	64,812	32	8	21
1905	10	640.98	56,550	33,253	19	5	3
1906	7	634.98	59,200	47,826	32	8	22

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### THE MIQUELON EXODUS.

St. Johns, Dec. 31.—Louis Legasse, a fish merchant, was re-elected as delegate from Miquelon to the French superior council for the colonies. He will make a special effort to induce the French ministry to take measures to arrest the depopulation of the Miquelon islands, 20 percent of which is estimated to have emigrated to Canada during the year.

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### MORE VESSELS COMING.

Big Fleet Now on Way from Bay of Islands.

Slob Ice Reported in Gulf Off Point Rich.

Word was received here Saturday evening from Bay of Islands, N. F., that the mild weather, which had been in evidence for a week, still continued and that herring were still very plentiful in the Middle Arm.

This is good news to those who are after salt herring, although it is thought that salt may not now be too plenty among the crafts of the fleet. Some of the captains of some of the vessels there for frozen herring have been obliged to put what herring they had under salt, but are ready to take instant advantage of the first sign of frost.

The news that all the harbors beyond Bonne Bay are frozen and that the mail boat, on her last trip there, had to land supplies and mail over the ice, also the report that slob ice has appeared at Point Rich, is causing a feeling that perhaps the fleet may have to leave Bay of Islands without doing much in the frozen herring line.

This news, coupled with that of the intention of the Potomac to sail for home last week, has made the owners feel that they cannot, with safety, allow their vessels to remain as long as they would, had the Potomac remained. This craft has already rendered valuable service in twice freeing the fleet and their nets from the ice, and the vessel owners had hoped that she would remain with the fleet until the season was over. Had she done so, they could have taken the chance of staying much later, as she could have been on call to render more assistance later, if necessary.

It was understood here that it was the first intention that the Potomac was to remain until the season was over, and it may be even now that she will do so, for although reports have reached here that she was to sail last week, they are as yet unconfirmed, and there has been no definite news of her sailing. It means much to the fleet whether she comes home now or stay with them to the end of the season.

Recent advices from Bay of Islands, N. F., state that the following additional vessels have sailed with cargoes: Sch. Mary Duff, with salt herring; sch. Helen Vair, with frozen herring for Halifax, N. S.; sch. Alma Nelson, chartered by Capt. Almon D. Mallock, with frozen herring; sch. Dauntless, with salt herring for this port.

The British sch. Athlon, bound from Bay of Islands, N. F., for Halifax, with a fare of salt herring, while entering Canso harbor, N. S., on Friday night, struck on a ledge near Glascow Head and hung there until Saturday, when she was hauled off by a tow-boat, apparently uninjured.

The following items concerning the herring fishery, from the Bay of Islands Western Star, will be found of interest:



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# ANNUAL REPORT OF OUR FISH CATCH.

## Big Falling Off in Receipts of Hake, Cusk and Pollock.

## GRATIFYING INCREASE HOWEVER IN SEVER- AL OTHER KINDS.

## Total Catch Below 1905, Prices Averaging High; Ship- pers Call It Fair Year.

This, the last day of the year, closes another chapter in Gloucester's fishery life and history. The record, as far forth as pounds of fish landed, is below that of the two preceding years, but an industry that is now entering upon the 284th year of continuous prosecution, takes little note of one year's slight depression and turns to the next season with the same supreme confidence of success, confidently expecting the sea to yield a richer harvest than ever.

Although the catch of fish, landed at this port during 1905, is some 18,000,000 pounds less than last year, the shortage, with the exception of the unexpected slump in salt mackerel receipts, has come mostly in the cheaper grades of fish, such as fresh pollock, fresh hake and fresh cusk.

Other grades, at least some of them, show gratifying gains, and it is particularly pleasing to note that salted codfish, the staple article, has exceeded last year's catch a little, and this despite the fact that the codfish catch of Nova Scotia, Newfoundland and France was much smaller than usual, and that Newfoundland still refused to our vessels the right to purchase bait at her ports.

Despite the falling off in the total catch, the

fishery year of 1906 was far from a failure. While the catch was not up to the average, it is true, still the vessel owners and shippers term it a "fair" year, judged from a business standpoint.

One feature of 1906 has been the high prices on all grades of fish. There has been no spasmodic flurries of high prices, but the action has been general and continued and it is doubtful if there has ever been a year when higher average prices on all lines of fish have been longer sustained.

When one thinks of fresh mackerel reaching 30 cents each, salt mackerel bringing \$39.00 per barrel, salt herring, tip after trip, fetching \$4.25 and \$4.50 per barrel and salt codfish bringing \$5.25 per hundred weight, some idea of the prices paid may be obtained.

Generally speaking, 100,000,000 pounds is taken as an average catch, so that the catch this year falls about 6,000,000 pounds below.

During the year some records have been made which will long be remembered. Large salt dory handline codfish sold for \$5.25 per hundred weight from the vessel and medium brought \$4.25. These are believed to be the highest figures ever paid for salt bank codfish.

On the other hand, the catch of salt mackerel is the smallest on record, with the exception of one year. This fishery began in 1814 and in that year, the Massachusetts catch was 1339 barrels. In 1815 it was 16,059 barrels, and from that, it has gone in some years to over 200,000 barrels. Thus the catch this year is the smallest excepting in the first year of the fishery. In round figures it is about 11,000 barrels, an amount which, in the early 80's, any one of the big mackerel buyers would have thought nothing of buying and having on hand.

In the local business life of the fishing industry three events have occurred of importance; the consolidation of four large concerns, Slade Gorton & Co., David B. Smith & Co., John Pew & Son and Reed & Gamage under the firm name of Gorton-Pew Fisheries Co.; the removal of the Gloucester Fresh Fish Co.; from its old quarters on the Low wharf to the most complete and up-to-date fish plant in the country, on the reconstructed Butler wharf at the Fort and the recent fire which destroyed the big fish and

dryer building on the plant of Cunningham & Thompson. The concern, however, hustled and fixed up the other buildings and although under difficulties, in a few days after had everything going again, except the dryer.

In accordance with its usual custom, this being the last day of the year, the Times presents to its readers a resume of the season of 1906 and a comparative table showing the catch of the various kinds of fish for the past three years. The table is compiled from accurate records kept by the statistician of the Board of Trade and at the Times office, and is, therefore, as correct as can be obtained.

The total weight of fish, of all kinds, landed at this port, during the year 1906 is 93,316,284 pounds, or 46,908 tons, against 112,459,818 pounds, or 51,765 tons in 1905. It is figured from actual statistics at hand and from careful, conservative estimates, that Gloucester vessels landed direct at other ports during 1906, a total of 34,271,000 pounds against 44,650,000 pounds in 1905.

The total weight of fish landed at this port and by Gloucester vessels direct at other ports, is 128,087,284 pounds, or 64,048 tons, against 157,109,818 pounds, or 78,555 tons in 1905.

In considering the catch of this year just that the breaks must have been accomplished by one person, as only tracks of one person could be made out leading from the street to the windows which were forced. He was satisfied that the breaks were not the work of boys, but it is likewise quite certain that if one man conducted them all he could not possibly have accomplished the entire 12 breaks in one night.

The cottages entered were those of Charles McIntosh, John F. Perkins, Farrell Duguo, Arthur E. Day, the Sayward cottage, occupied by Edward Hongkins and B. Kittredge Stacey, Mrs. Rena McNeill of Charlestown, Joseph DeSilva of Boston, Mrs. Caroline E. Knowles of Boston and Julius F. Rabardy of Manchester.

closing, with that of 1905, it is well to remember that the latter was the greatest "shack" year in the history of the fisheries; that is, the catch of the summer and fall fresh fish vessels of hake, haddock, cusk and pollock was never before approached, and so, although the catch this season is the smallest since 1903, it must be remembered that the two years intervening were remarkable in many respects.

The receipts of salt codfish are practically the same as last year, the difference being a few hundred thousand pounds in favor of the season just closing. Bank codfish fell off about 1,000,000 pounds, but the fares of the spring shakers, many of whom brought salt fish from the Peak and Cape North, and the increase in the catch of the salt Rips, or "drift" fleet, accounts for the grand total just topping that of last year.

Fresh codfish shows a falling off of about 2,500,000 pounds, due to the fact that the early shakers salted more of their catch than usual and that this fishery was not as successful as in some former years. The Georges halibuts, also, did not bring as many fresh cod as usual and this, coupled with the fact that the summer shakers did poorly, fully accounts for the rather large falling off.

In 1905 fresh halibut showed a gain of about 400,000 pounds over 1904, and this with one of the smallest fleets on record. Many skippers claimed that, with a larger fleet, better run could be kept of the fish and better trips would result. This year the strength of their judgment has been proven. The fleet has increased by several vessels, and although the Georges halibut fleet did not do as well as usual, the catch of the entire fleet showed a gain over 1905 of 1,100,000 pounds, which is certainly a handsome showing, and one of the brightest spots in the story of the fisheries of 1906.

Although the catch of haddock of 1905, some 13,700,000 pounds, was double, almost, the catch of 1904, even the former big figures are exceeded here this year, for over 14,000,000 pounds have been landed here since Jan-

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uary. 1906 came in. This too, in spite of the fact that the summer shack season was a notable poor one. The grand total is due mostly to the very open winter of 1905-6, when the big fleet fairly glutted T wharf day after day and week after week, in consequence of which millions of pounds of the newest kind of haddock had to be brought here by the vessels and go to the splitters.

The extraordinary slump of fresh hake of about 8,000,000 pounds and of fresh cusk of almost 3,000,000 pounds is due to the poor summer shack season and the fact the usual trips from the down east hake and cusk catchers failed to materialize.

In 1905 the fall catch of pollock was far and away the largest on record, some 17,000,000 pounds. Nothing like it was ever before known and this year another big fleet made ready for a big killing. They were disappointed, for pollock remained scarce all the fall and early winter, and owing to high prices at T wharf, many fares went there to market instead of coming in here to split. The catch for the year was little better than 7,000,000 pounds, a falling off of over 10,000,000 pounds on this one grade of fish alone.

To tell the truth, it cannot be said that the buyers and shippers were disappointed because the catch did not approach that of last season when they were actually overrun and snowed under with pollock.

The flitched halibut fleet did a little better this year, the total catch being about 125,000 pounds above 1905.

The shore herring fishery the past fall was notably successful and the fish, for the greater part of the season were of an extra fine run and were eagerly taken for bait and food purposes. During the past few weeks the fish have been small and available only for bait. It is estimated that the fall catch of shore herring this year was fully 22,000 barrels, about half of which was landed salted and quite a percentage of that landed fresh was also put under salt.

The small boats did an extensive business in the whiting or "old England hake" fishery this fall, landing fully 6000 barrels, quite an increase over last year. There is a growing demand for these sweet and toothsome, though cheap fish and next year will probably again see another increase in the supply and demand.

The catch of fresh shad was the largest for a number of years, being 931 barrels against only about 8000 pounds in 1905.

Fresh mackerel receipts are about 300 barrels less than last year, while salt mackerel are 15,000 barrels behind last year's figures. The mackerel season was a bitter disappointment to fishermen and buyers alike, as a good season was anticipated, particularly so, as the schools were met early out south and the medium fish came along first, which is always considered a good sign by those well versed in the fishery. After Cape Shore time the bottom seemed to drop right out of the fishery and with the exception of a few good hauls along shore it was a case of search and search for the mackerel schools but without finding them, except on Georges, where the captains say they never before saw so many fish in their lives, but that they were so wild that it was impossible to catch them. For two weeks at a time, some of the vessels set away at these schools on Georges without making a haul. The best catches were made on the Rips and along the Cape Cod and on Middle Bank.

The receipts of salt herring show a gratifying increase over 1905 and with the exception of the year 1904, when 75,000 barrels were landed, is considered the largest on record. This is due to the increase in the shore herring catch, as well as to the fact that the receipts of Newfoundland salt herring this fall and winter have been much larger than for the same time last year.

Frozen herring receipts are about the same as last year, being about 2000 barrels less.

Swordfish, porgies and bluebacks were in very light receipt.

The little shore boats had a fair season, but the almost total failure of the mackerel netting fishery around Cape Cod, off here,

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and to the eastward was a set back to a great many of them, as well as the scarcity of pollock off here this fall;

The following survey of the closing year is from the pen of one of the leading fish merchants of this city, who is a very close observer, and therefore is of value and interest:

Codfish catch has about held its own compared with last year's receipts. The shipping trade has been fair, considering the agitation of the Pure Food Laws in different states. Some of the trade seemed to be unwilling to buy anything eatable until some definite information could be obtained as to what would be required of them by the different commissioners of the various states. The laws of one state would be different from that of another, which made a partial hold-up during the summer months.

This year we do not face such an uncertain and a more regular business is anticipated throughout the year. It is found that fish food products are pure, healthy and packed with the utmost care and neatness. Fish have been the staple food of people since the world began. There will always be a business in catching fish and in selling them. Old Jerusalem had its fish gate and Gloucester for years to come will have its fish receipts gate in a beautiful harbor to receive the ocean catch and its outlet by its water and iron gate in sending the products away.

As to mackerel, there has always been a large demand for these excellent fish. Some experts consider them the finest that swim in the ocean. Since the commencement of the industry in this state in 1815, over \$120,000,000 have been pulled out of the ocean into the state by its fishermen.

Experts do not think that the supply is exhausted and in due time an abundant supply will be obtained of these choice fish. When it will occur no one can tell; possibly when least expected.

It will make a great difference to the shippers in having an abundant supply of mackerel. Something like the present shortage in the catch occurred in 1839 up to 1854, when the Massachusetts pack averaged only 68,000 barrels annually for six years. No mackerel were brought in fresh during that period. The pack the three years preceding the dearth was in 1836, 174,000 barrels; 1837, 138,000 barrels; 1838, 111,000 barrels and the three years directly after the dearth, 1854, 203,000 barrels. 1846, 179,000 barrels, 1847, 252,000 barrels. The why and wherefore for such a shortage for six years was never explained. It could not be on account of seines as none were used until many years afterwards.

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Years ago a large business in salted herring was unknown here. Smoked bloaters have grown to the present dimensions during the past ten years and this business has been of great benefit to the shippers, as 50,000 to 70,000 barrels of salted herring are handled here during the winter months and at times when the demand for other kinds of fish is light. Herring is a prolific fish and experts say that the ocean is so large that the supply cannot be exhausted. The outlook at this branch of the fisheries is encouraging.

A gratifying feature to note is an increase of the catch of 1,200,000 pounds in fresh halibut for the fresh fish trade. There is still plenty of room for a much larger increase. The catch last year was about 3,500,000 pounds, while 20 years ago it used to be about seven to eight million pounds annually.

Another feature is an increase in the export trade and demand for hard cured fish for domestic wants. With indoor driers shippers are meeting this demand with excellent fish and the prospect is bright for a large increase in this business, limited only by the supply. It looks favorable for a ready market at fair prices for all the shack fish that come to this market.

On the whole it is not a time to repine, but a time to look ahead and take courage.

The following table gives the amount of the catch of each kind of fish landed at this port and by Gloucester vessels at other ports for the years 1904, 1905 and 1906.

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	1906.		1905.		1904.	
	Barrels.	Pounds.	Barrels.	Pounds.	Barrels.	Pounds.
Salt Cod.....	....	18,387,800	....	18,139,000	....	22,514,600
Fresh Cod.....	....	8,550,700	....	11,281,060	....	11,564,000
Halibut.....	....	3,442,400	....	2,324,700	....	1,970,000
Haddock.....	....	14,095,100	....	13,694,190	....	7,274,000
Hake.....	....	5,437,910	....	13,517,315	....	11,342,400
Cusk.....	....	4,021,900	....	6,895,830	....	4,128,200
Pollock.....	....	7,314,400	....	17,637,535	....	8,964,400
Flitched Halibut.....	....	582,935	....	453,578	....	742,000
Fresh Mackerel.....	1,969	383,800	2284	456,800	3240	648,000
Salt Mackerel.....	10,999	2,199,800	26,050	5,210,000	25,053	5,010,600
Fresh Herring.....	12,084	2,416,800	7257	1,451,400	8735	1,747,000
Salt Herring.....	67,771	15,451,788	38,350	8,743,800	74,097	16,894,116
Frozen Herring.....	25,389	5,077,800	27,752	5,550,400	22,825	4,565,000
Swordfish.....	....	3,001	....	23,240	....	121,000
Cured Fish.....	....	3,496,950	....	4,754,370	....	3,436,608
Frozen Squid.....	....	....	....	....	....	....
Porgies.....	225	45,000	1226	245,200	1636	327,200
Halibut Fins.....	270	54,000	217	43,400	252	50,400
Whiting.....	6,000	1,200,000	4200	840,000	3000	600,000
Shad.....	931	186,200	40	8000	380	66,000
Salt Alewives.....	....	....	....	....	....	200,000
Fresh Alewives.....	....	....	....	....	....	76,000
Fresh Fresh from Boats..	....	1,000,000	....	900,000	....	600,000
Miscellaneous.....	....	468,000	....	400,000	....	800,000
Total Landed at Gloucester	....	93,816,284	....	112,459,818	....	103,528,924
Total Landed by Gloucester vessels at other ports, direct (Estimated).....	....	34,271,000	....	44,650,000	....	31,776,000
Total Landed at Gloucester and by Gloucester vessels at other ports.....	....	128,087,482	....	157,108,818	....	135,304,924



## CAPT. CUSICK DEAD.

Passed Away Saturday Night at  
Bay of Islands, N. F.

News Came Unexpectedly and  
Was a Severe Shock.

Capt. Joseph V. Cusick, one of the leading master mariners of this port, passed away at Birchy Cove, Bay of Islands, N. F., on Saturday night, after a short illness of pneumonia.

The first news of Capt. Cusick's illness was received here Saturday noon, several messages being received stating that he was critically ill with pneumonia. Other despatches followed during the afternoon and evening, but were not of an encouraging nature. On receipt of the first message, Messrs. Gardner & Parsons, of whose herring interests Capt. Cusick was in charge, immediately wired order that the sick man be given every possible attention and the best possible medical assistance and to spare no expense. All efforts, however, to stem the tide of the disease were in vain and yesterday forenoon a telegram brought the sad news that he had passed away the evening before.

It was the pleasure of but few master mariners in this city to be as well known as Capt. Cusick, and the news of his illness and death came as a great shock to the general fishing interest, as well as his great number of friends ashore.

Coming here a young man, as a natural thing he took up fishing, generally going fresh halibuting. His ability was soon apparent, and it was not long before he became known as one of the smartest hands in the halibut fleet. He went with the best of them and there was always a chance for "Joe" Cusick. Smart and active, possessed of unusual strength and agility, he was an ideal fisherman. Nothing daunted him and he was always one of the first out on the bowsprit or the mainboom, when a hard time demanded quick action and men with nerve.

Being finally persuaded to take a vessel and try for himself, he started in from the firm of Hodge & Poole, in command of sch. Bessie M. Wells, and when that craft was sold he commanded sch. Elenora for a short time.

After going from this firm about two years, he went from the firm of Gardner & Parsons, for whom he has been for the past eight years. His first command there was sch. Helen G. Wells, and following that he commanded the new sch. Dreadnaught, sch. Independence, accounted one of the finest all around fishing crafts ever built, sch. Corsair, and then his last command, sch. Independence II., as near like the old Independence as was possible.

He always followed fresh halibuting and the Newfoundland herring fishery, but a few years ago forsook the former and went salt fishing, but still going to Newfoundland in winter. He made a success of all three and the past season, in sch. Independence, no vessel of the fleet making two salt bank trawl codfishing trips was ahead of him on stock.

In the Newfoundland herring fishery he had no superiors. Born in Newfoundland himself, he was intimately acquainted with the fishermen and their ways and this, coupled with his hustling, driving ways, his great personal endurance and good judgment, made him easily a leading figure and one of the most valuable men connected with that fishery.

For a few years he went down in his own vessels and was always among the first home. Of late years, however, he has gone there to take charge of the operations of Messrs. Gardner & Parsons' whole herring fleet, and his success in this direction is known to all.

In his fishing career he met with the usual number of narrow escapes, but his good judgment many times saved not only lives but property, and on two occasions, when one of his vessels was ashore in dangerous places and seemed likely to be lost, he stuck to them, encouraged his crew, and by almost superhuman effort succeeded in floating and saving the crafts, receiving the recognition of the insurance company for his good work.

Although devoted to his business, he was most companionable and his friends were many, not only here, but everywhere along the coast to the eastward where Gloucester vessels are wont to go.

He was born in St. Lawrence, N. F., about 40 years ago, but part of his youth was spent at St. Pierre, Miquelon. He was blessed with a good education and was well posted on contemporary events. He spoke and read French fluently, which of itself was no little help to him.

Warm-hearted and courageous, quick to think and act, with strength far beyond his build, he will be long remembered as one of the leaders in the ranks of the fishermen and master mariners of Gloucester. Of him it can truly be said, "he always did his best."

He leaves to mourn his loss, a mother, widow, and two children, residing on Hampden street in this city, who have the sympathy of the whole community in their bereavement and deep sorrow.

Sch. James S. Steele, 7000 haddock, 2000 cod, 5000 hake.

Sch. Sadie M. Nunan, 8000 haddock, 2500 cod, 7000 hake.

Sch. Florida, 13000 cod. Sch. Rebecca, 6000 haddock, 3000 cod.

Sch. Tartar, 30,000 haddock, 20,000 cod.

Sch. Frances P. Mesquita, 10,000 haddock, 1500 cod, 1000 hake.

Sch. Hope, 4000 haddock, 4000 cod, 1000 hake.

Sch. Flavilla, 4000 haddock, 1500 cod, 1500 hake.

Sch. Olive F. Hutchins, 9000 haddock, 1200 cod.

Sch. Richard J. Nunan, 10,000 haddock, 2000 cod, 2000 hake.

Steamer Isabel, 4000 cod. Sch. Flora J. Sears, 3000 haddock, 1000 cod, 1000 hake.

Sch. Georgiana, 1500 cod. Sch. Maud F. Silva, 3000 haddock, 2000 cod, 2000 hake.

Sch. Mary T. Fallon, 4000 haddock, 1500 cod, 2000 hake.

Haddock, \$3 to \$3.50 per cwt.; large cod \$2.50 to \$5; market cod, \$2.50; hake \$2 to \$4; cusk, \$2.50; pollock, \$3.35.

## DAILY TIMES FISH BUREAU.

### Today's Arrivals and Receipts.

Sch. Rose Standish, shore.  
Sch. Emerald, shore.  
Sch. Mary E. Cooney, shore.  
Sch. Etta Mildred, shore.  
Sch. Hortense, shore.  
Sch. Belbina P. Dominges, shore.  
Sloop Georgianna, shore.  
Sch. Minerva, shore.  
Sch. Annie and Jennie, shore.  
Sch. Catherine D. Enos, shore.  
Sch. Ida M. Silva, shore.  
Sch. Sheffeyld, shore.

### Boston.

Sloop Favorite, 1500 cod.  
Sch. Varuna, 4000 cod.  
Sch. Henrietta G. Martin, 2000 haddock, 1000 cod.  
Sch. Sylvia M. Nunan, 7500 haddock, 1000 cod, 1000 hake.  
Sch. Rita A. Viator, 8000 haddock, 500 cod, 5000 hake.  
Sch. Mary E. Silveria, 10,000 haddock, 1500 cod.  
Sch. Emily Cooney, 22,000 haddock, 5000 cod.  
Sch. Margaret Dillon, 4000 haddock, 2000 cod.  
Sch. Teresa and Alice, 10,000 haddock, 2000 cod, 4000 hake.  
Sch. Nokomis, 8000 haddock, 1000 cod, 1000 hake.  
Sch. Ida, 800 cod.  
Sch. Helen B. Thomas, 8000 haddock, 1000 cod.  
Sch. John M. Keen, 4500 haddock, 700 cod, 3000 hake.  
Sch. Manomet, 15,000 haddock, 2000 cod, 4000 hake.  
Sch. A. C. Newhall, 3000 haddock, 1200 cod.  
Sch. Walter P. Goulart, 8000 haddock, 1500 cod, 1500 hake.  
Sch. Ida S. Brooks, 6000 haddock, 3000 cod.  
Sch. Buema, 7000 haddock, 4000 cod, 2000 hake.  
Sch. Seaconnet, 6000 haddock, 1000 cod.  
Sch. Ellen Gleason, 2000 haddock, 1500 cod, 1000 hake.  
Steamer Spray, 35,000 haddock.  
Sch. Flora S. Nickson, 30,000 haddock, 10,000 cod.